

For Sale.

ECONOMY IN GAS.

SUGG'S FLAT FLAME BURNERS

GIVE A
SILENT WHITE FLAME
AND EFFECT AN ECONOMY IN GAS OF
30 per cent.
they can be readily attached to ordinary
Gasaliers and Brackets.

SUGG'S NEWEST BURNERS with Artistic
shades for DRAWING ROOM and DINING
Room.

LANE, CRAWFORD & Co.,
Agents for Hongkong.

ARTISTIC PORCELAIN MENU
STANDS.
HAND-ETCHED MENU AND NAME
CARDS.

LANE, CRAWFORD & Co.

DEVOS'S NONPAREIL KEROSINE, 150
Degrees fire test, a perfectly safe Oil.

LANE, CRAWFORD & Co.

Hongkong, 29th May, 1883. [340]

Insurances.

THE Undersigned have been appointed
AGENTS to the NEW YORK BOARD
of UNDERWRITERS.

ARNHOLD, KARBERG & CO.
Hongkong, 15th June, 1881.

RECORD OF AMERICAN AND FOREIGN
SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [470]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED.)

CAPITAL TAELS 600,000, EQUAL \$333,333-33
RESERVE FUND..... \$70,858-27

BOARD OF DIRECTORS.

LEE SING, Esq., | LEE YAT LAU, Esq.,
LO YEOK MOON, Esq., | CHU CHIK NUNO, Esq.

MANAGER.—HO AMEI.

MARINE RISKS ON GOODS, &c., taken at
CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st September, 1882. [601]

NATIONAL MARINE INSURANCE
ASSOCIATION, LIMITED.

THE Undersigned as AGENTS for the above
are prepared to accept RISKS on MER-
CHANDISE BY STEAMERS and SAILING VESSELS
from Hongkong, China, and Japan to all parts
of the world.

For further information apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 18th May, 1883. [393]

YANGTSE INSURANCE
ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000-00
PERMANENT RESERVE.....Tls. 230,000-00
SPECIAL RESERVE FUND.....Tls. 318,235-56

TOTAL CAPITAL and
ACCUMULATIONS, 31st
March, 1883.....Tls. 968,235-56

DIRECTORS.

F. D. HITCH, Esq., Chairman.
C. LUCAS, Esq., | W. MEYERIN, Esq.,
A. J. M. INVERARITY, Esq., | G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

Policies granted on MARINE RISKS to all
parts of the world.
Subject to a charge of 12 per cent. for Interest
on Shareholders' Capital, all the PROFITS of the
UNDERWRITING BUSINESS are annually dis-
tributed among all Contributors of Business (who
are Shareholders or not) in proportion to the
premium paid by them.

RUSSELL & Co.,
Agents.

Hongkong, 25th May, 1883. [18]

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

(CAPITAL SUBSCRIBED).....\$1,000,000.

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [106]

STAG HOTEL,
QUEEN'S ROAD CENTRAL.

GOOD ACCOMMODATION FOR
VISITORS.

ENGLISH & AMERICAN BILLIARDS
Tiffin at One o'clock, Dinner at 7 o'clock.

This HOTEL is centrally situated and
within easy distance of the principal landing
places.
J. COOK, Proprietor.
[475]

Amusements.

GARRISON THEATRE,
HONGKONG.

TO-MORROW EVENING,
the 16th June.

BY KIND PERMISSION OF
H.E. GENERAL SARGENT, C.B.

GRAND COMBINATION OF TALENT
FOR THIS NIGHT ONLY.

THE ANGLO-SWISS BELL-RINGERS.

The Brothers Darrow, Australia's Champion
Negro Burlesque Comiques.

MR. DAVIS,
the renowned pianist and ballad singer.

MR. HARLAND'S
baritone and alto songs.

PROFESSOR LACIE
and his Wooden headed family "Down you go."

NEW JIGS, CLOG DANCES,
SONGS AND FARCES.

Everything in the Programme has been arranged
to enable all present to enjoy
"A HAPPY NIGHT."

Doors open at 8.30; commence at 9 sharp.

Prices 50 and 25 Cents.

A few reserved seats One Dollar.

Hongkong, 13th June, 1883. [463]

THEATRE ROYAL,
CITY HALL, HONGKONG.

June 20th and 21st.

THE PRINCESS UNCLE TOM'S CABIN
COMPANY.

LESSEE.....Mr. J. R. ARCHER.
MANAGER.....Mr. R. B. LEWIS.
MUSICAL DIRECTOR.....Prof. F. HUGARDO.

FOR THE FIRST TIME IN CHINA,
Mrs. H. BEECHER STOWE'S
Moral and Religious Drama in four acts entitled
"UNCLE TOM'S CABIN."

Eva (a child of six years).....Little Cecilia Brett.
Uncle Tom (a negro slave).....Mr. R. B. Lewis.
Topsy (the black diamond).....Mr. J. Moody.
Simon Legree (slave dealer).....Mr. H. Lacie.
Eliza (Quakeron slave).....Miss Lily De Vere.

For full cast see future Advertisements.
New and effective scenery by Hennings.
JUBILEE SONGS AND DANCES.

Hongkong, 13th June, 1883. [459]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction,

TO-MORROW,

the 16th day of June, 1883, on board, at 3 P.M.,
THE BARQUE "ALVA" of 632 Tons Register
built of OAK and TEAK, Copper fastened,
will be sold with all her TACKLE, AP-
PARATUS, &c., as the now lies in this
Harbour, in one Lot.

Chronometers, and the Europe and Manila
Rope, an extra Set of New Sails, Bolts of Canvas,
&c., will be sold in separate Lots.

For Terms of Sale and Inventory, apply to
J. M. GUEDES,
Auctioneer.

Hongkong, 7th June, 1883. [441]

Notices of Firms.

MR. JEHN ROSSETT is AUTHORIZED
to Sign Our Name per procuration from
this date.

J. ULLMANN & Co.
Hongkong, 16th May, 1883. [389]

NOTICE.

I HAVE this day Established myself as
MERCHANT & COMMISSION AGENT
at this Port under the name of PO SHUN
VANG HONG 洋行順保

CHEONG QUAN SANG.

CHOON YUNE STREET,
街源晉

Canton, 1st June, 1883. [427]

For Sale.

FOR SALE.

EX. S.S. "YORKSHIRE" and CONNECTING
STEAMERS FROM OPORTO.

A SMALL INVOICE OF GUEDES'
WELL KNOWN
"3 GRAPES" PORT WINE.

Apply to F. J. V. JORGE.

Hongkong, 14th June, 1883. [466]

FOR SALE.

THE OWNER being about to retire from
Business is open to negotiate for the Sale
of the GOOD-WILL, FITTINGS, and FURNI-
TURE Complete of the Old Established and
well-known establishment known as the "NA-
TIONAL HOTEL" situated at Nos. 222 and 224,
Queen's Road Central. The House contains TWO
BILLIARD TABLES (one English and one
American) which are in first-class condition.

For further Particulars apply to
JOHN OLSON,
National Hotel.

Hongkong, 14th June, 1883. [467]

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

QUARTS.....\$22 per Case.
PINS.....\$23 per Case.

Apply to MELCHERS & Co.
Hongkong, and March, 1882. [3]

Intimations.

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.

NEW SPRING GOODS.

EX. S.S. "GLENCOE."

WHITE DRESS MATERIALS.
CREAM DRESS MATERIALS.
NUNS' VEILINGS in every Color.
SUMMER BEIGES in every Color.
GALATEAS for Boys' Washing Suits.
WHITE INDIA MUSLINS.
MULL CORD MUSLINS.
WHITE VICTORIA LAWNS.
BLACK and COLORED SUNSHADES.
LADIES' PATENT LEATHER SLIPPERS.
LADIES' & CHILDREN'S BOOTS & SHOES.

EX. S.S. "GLENOGLE."

New Patterns in POMPADOIR SATEENS.
Plain Colored SATEENS in every Shade.
FRENCH PERCALES in every Pattern.
Specialties in ZEPHYR CHECKS.
CANVAS CORSETS for Summer Wear.
SUMMER PAJAMAH FLANNELS.
Novelties in LADIES' SILK UMBRELLAS.
Trimmed and Untrimmed HATS & BONNETS.
A Choice Selection of FLOWERS.
OSTRICH TIPS & FLATS in Light Colours.
INKSTANDS in Great Variety.

A LIBERAL DISCOUNT FOR CASH.

SAYLE & CO.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 4th April, 1883. [249]

"NOVELTY STORE,"

MARINE HOUSE, QUEEN'S ROAD.

JUST RECEIVED.

A SMALL CONSIGNMENT OF MALTESE LACE AND SILVER FILIGREE WORK.

White and Black Silk Trimming Lace.

Cotton Trimming Lace.
Silk Handkerchief Border.
Silk Circular and Square Doyleys.
and Black Silk Fichue.
Silk Parasol Cover.
Cotton Parasol Cover.
Silk Veil and Scarf.
Silk Collar and Cuffs.
Silk Collar Breast Pendant.
Silk Collar Breast Pinned.
and Black Silk Necktie.
Silk Mittens.

Silver Filigree Pendant, St. John's Cross & Crown.
Earrings to match the above.
Fancy Pendant.
Plain Chain Necklet.
Fancy Bracelet.
Brooch (Love Knot).
" (Marguerite).
" (Slipper).
" (Shell).
" (Circular).
" (Fan).
" (Lily).
Earrings to match the above.

AN INSPECTION IS RESPECTFULLY SOLICITED.
ANY OF THE ABOVE ORDERED THROUGH THIS "STORE" WILL BE
CHARGED FOR AT COST PRICE.

S. MEYERS,
MANAGER.

Hongkong, 11th June, 1883. [28]

KELLY & WALSH

HAVE JUST ESTABLISHED ON THEIR PREMISES AT THE REAR OF THE STORE,

A LARGE

PRINTING AND BOOK-BINDING OFFICE.

THE PLANT is quite new, the machinery being of the best and most recent construc-
tion, and the type, which has been selected with the greatest care, includes not
only all the Standard Fonts, but an immense variety of styles in FANCY LETTERS
and ORNAMENTATION.

MERCANTILE PRINTING.
UNDER this head, we are prepared to execute Quickly and Cheaply all kinds of Book
Work Commercial Reports and Circulars, Bills of Lading, Shipping, Invoice, and
Memorandum Forms, Letter Headings, Annual Statements and Reports, Telegraph
Codes, Price Lists, Forms of Bills of Exchange, Receipts, Delivery, and Godown Orders,
&c., &c. We invite the fullest comparison of our Prices with those of other houses, whe-
ther in Hongkong or at Home.

FANCY PRINTING.
WE intend to make a specialty of this class of work. Having a most extensive and
varied assortment of Fancy Type, which will be maintained at the highest possible
Standard of excellence, by the addition of the newest designs immediately they are issued
from the leading English and American Foundries, we are in a position to produce first
class work, and feel confident that our efforts in this direction will give satisfaction.

GOLD, SILVER and COLOUR PRINTING
WILL RECEIVE PARTICULAR ATTENTION.

MENUS, BALL PROGRAMMES, INVITATIONS, VISITING CARDS,
WEDDING, AT HOME, and LAWN TENNIS CARDS.

BOOK-BINDING.

BOOKS carefully bound in Morocco, Russia, Calf, Cloth, or in any required style.
Special terms quoted for binding the books of Club, Customs, or Private Libraries.
Music bound in limp leather or cloth, and finished in the best style of workmanship.

ACCOUNT BOOK MANUFACTURERS.

Papers, ruled and printed to any Pattern, however intricate, and strongly bound.

CHIT BOOKS of all kinds for Ladies, for Gentlemen, for Business, and for Official use.

ALL CHIT BOOKS purchased from our stock will be lettered free of charge.

The office is under experienced European management and subject to our constant
personal supervision.

Our prices will be found as reasonable as is consistent with sound workmanship and
good material.

The Machinery at our command will enable us to undertake work of the cheapest
kind, competing in this respect with the Chinese.

We shall at all times be glad to furnish Estimates.

KELLY & WALSH—HONGKONG.

Hongkong, 5th June, 1883. [560]

W. BREWER.

HAS JUST LANDED.

CIGARETTES:

SWEET CAPORAL, CAPORAL FULL CAPORAL STRAIGHT CUT, SULTANA with
ENAMELLED MOUTHPIECE.

NEW CIGARETTE TOBACCO.

THE NEW PATENT CIGAR LIGHTER.

OF MRS. LANOTRY, COLORED AND UNCOLORED.

NEW SEASIDE LIBRARY.

NEW GERMAN LIBRARY.

GEMS OF ENGLISH SONG.

GEMS OF SCOTTISH SONG.

WORLD OF SONG.

GEMS OF THE DANCE.

NEW ENGINEERING BOOKS, AND A QUANTITY OF AMERICAN NOVELTIES
NEVER BEFORE IMPORTED.

W. BREWER,
QUEEN'S ROAD.

Hongkong, 31st May, 1883. [703]

GUEDES & CO.
PRINTERS, STATIONERS, AND
BOOKBINDERS.
D'AGUILAR STREET.

EVERY KIND OF WORK EXECUTED WITH
ACCURACY, NEATNESS, AND DESPATCH.

VERY MODERATE TERMS.

SELECTED MATERIALS FOR
MARKET REPORTS.

Book-binding and Ruling in every style executed
at low rates. Workmanship Guaranteed.

Hongkong, 29th August, 1883. [4]

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, AND
CLOCKMAKERS.
JEWELLERS, SILVER-SMITHS, AND
OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.

SOLE AGENTS
for Louis Audemars' Watches; awarded the
highest Prize at every Exhibition; and
for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES, MARINE
GLASSES, AND STROVALANES.

No. 35, QUEEN'S ROAD CENTRAL. [447]

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO,"
will be despatched for San Francisco, via Yoko-
hama on TUESDAY, the 26th inst., at THREE
P.M., taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, and Atlantic and Inland
Cities of the United States, via Overland Rail-
ways, to Havana, Trinidad, and Demerara, and
to ports in Mexico, Central and South America,
by the Company's and connecting Steamers.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

RETURN PASSAGES.—Passengers, who
have paid full fare, re-embarking at San Fran-
cisco for China or Japan (or vice versa) within
six months, will be allowed a discount of 20 per
cent. from Return Fare; if re-embarking within
one year, an allowance of 10 per cent. will be
made from Return Fare. Pre-Paid Return
Passage Orders, available for one year, will be
issued at a Discount of 25 per cent. from Return
Fare. These allowances do not apply to through
fares from China and Japan to Europe.

Freight will be received on board until 4 P.M.
on the 15th inst. Parcel Packages will be
received at the Office until 5 P.M. same day; all
Parcel Packages should be marked to ad-
dress in full; value of same is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's Offices
in Sealed Envelopes, addressed to the Collector
of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 30A, Queen's Road Central.

F. E. FOSTER,
Agent.

Hongkong, 8th June, 1883. [1]

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.

CONSIGNEES of Cargo per Steamship
"CITY OF RIO DE JANEIRO" the
above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for Countersignature and to take
immediate delivery of their Goods from along-
side.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

F. E. FOSTER,
Agent.

Hongkong, 14th June, 1883. [1]

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG, AND
SINGAPORE.

THE Steamship

"YORKSHIRE,"

Captain Arnold, having arrived from the above
Ports, Consignees of Cargo are hereby requested
to send in their Bills of Lading to the Under-
signed for Countersignature and to take im-
mediate delivery of their Goods from along-
side.

Cargo impeding the discharge of the Steamer
will be at once landed and stored at Consignees'
risk and expense and no Fire Insurance will be
effected.

Optional Cargo will be forwarded on to Yoko-
hama unless notice

Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING
CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS SUNDRYMEN,
PERFUMERS,
IMPORTERS AND EXPORTERS
OF

MANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS
OF

AERATED WATERS.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

THE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW. [3]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

Whist the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 15, 1883.

FRANCE AND TONGKING.

The following opinions of the home press on this all important question will be found interesting:—

The Times Paris correspondent writes:—It is curious to contrast the perfectly reassuring information given by the Minister of the Navy with information supplied from Chinese sources. On that side it is asserted that the Chinese are resolved on assisting by force of arms the assumption of possession contemplated by France; that during the last six months they have been collecting large numbers of troops on their frontiers—viz., 50,000 or 60,000, armed with improved muskets—that they have ironclads and gunboats, which are in no respect inferior to those of Europe; that they are uncommonly well versed in the science of torpedoes, and that they have courageous torpedo men; in short, that the taking possession by France, in the manner described by the Minister of the Navy, might be fraught with serious consequences. No doubt against all this may be set off the vast superiority of the French in tactics, coolness, and courage; but it will certainly be wise in the French Government not to despise these rumours, and to test them seriously, while still preparing this distant expedition.

The Economist is not without hope that the French Chamber, when fully informed of the facts, may refuse to vote the credit on account of the expedition. The French, though victorious at first, perhaps for months, will find themselves gradually pressed by more formidable troops, nominally in the service of Annam, but directed by Chinese skill, led by men who have had ten years of victory, and sacrificed with an utter recklessness of life. They will find reinforcements necessary, and then the great difficulty will arise. The French Government will be compelled to fight through its fleet. Unless some change not worth speculating about takes place in France, the Ministry will be afraid to ask the Chamber for the 20,000 men and £5,000,000 necessary for a great expedition. The French passantry care nothing about Asia; they are determined not to waste their children in tropical warfare, and they suspect the Parisians of declaring war to make money. The Ministry will therefore be tempted to avoid defeat at home, to trust to their fleet. A blockade will not be borne readily; the questions about the reality of the blockade will be serious, and English, American, and Parsee firms are certain to engage in the profit-

able trade of blockade running, which, with goods on board like silk and opium, will pay if every second vessel is taken and condemned. The special position of Hongkong, which cannot be blockaded, will make this trade most exasperating, more especially as the English control all the saleable coal in Asia. The opportunities of quarrel will be endless, and upon subjects on which both France and England are especially sensitive.

The New York Herald says:—As the French are bound to annex Tongking we may enumerate some of the obstacles which are likely to meet their advance. The first of these obstacles is the people. They are a barbarous set, wholly under the domination of the Black Flags, who are pirates and cut throats. The second of the obstacles is Great Britain. Does France really suppose that she will be allowed to dam one of the richest sources of the Indian revenue? One of her officers said the other day, "If the Chinese were foolish enough to try to prevent us from annexing Tongking we would soon turn the key of the Halkwan's treasury chest by stopping the whole of the junk trade in opium." To which the British might reply that if France were so foolish as to try anything of the kind one of the severest naval engagements of the century would have to be fought on the China seas. Nor would anything pacify the English animosity if it were suspected that the French in Tongking were leagued with King Thibaw of Burmah. Ages have not effaced the rivalries of Russia and England on the north-western frontier of India, and nothing could abate the jealousy of Great Britain if France should grow strong on its north-eastern frontier. The third of the obstacles is China. Frenchmen at home and abroad have a sublime contempt for China, wholly without reason, as we believe. The Emperor being still a child is not, perhaps, a match for President Grévy, and the Emperor of the West, though a woman of character, is probably not as intellectual as MME. EDMOND ADAM. But in statecraft we must willingly back LI HUNG-CHANG, the Grand Secretary, against M. JULES FERRY; or Prince KUNG against M. CHALENNE-LACOUR, or General Tso against General THIBAUDIN. Then, as to the army. There are many supernumeraries in China called banner-men, who come out on state occasions with rusty swords and spears and give themselves airs, and are reminded that they placed the present dynasty on the throne. They draw large pay for doing nothing, demoralising the army much as the French army was demoralised before the war of 1870. The regulars, on the other hand, are numerous and well disciplined. They carry little baggage, move quickly, are excellent in a harassing warfare, and, if armed with breech-loaders, might prove as obstinate a foe as the Turks at Plevna. For these reasons France cannot proceed too warily. She is smitten with the mania of colonialism.

The Paris correspondent of the Daily Telegraph writes:—M. Baux's frank admission that the proposed Protectorate is not to be confined to Tongking, but is to be extended over the whole of Annam, is, of course, the salient feature of the information which he supplied to the committee. In this case at least, the tactics pursued in connection with the famous Khroumir campaign are to be modified in a certain degree. Before the forces that are deemed necessary to ensure success set foot in Tongking, Tu Duc will be fairly warned of the fate which awaits him, while the Chinese Government will also be put on the qui-vive. The French Chambers will, moreover, be duly apprised of the adventure upon which the Ferry Cabinet is entering with so light a heart. If, therefore, the enterprise does not meet with the success anticipated by its promoters, the country will not be able to reproach the Ministry with any lack of candour in this instance at least. On the other hand, it seems strange that before Parliament has been consulted the Comte de Kergaradec should have been allowed to start for Hué with an autograph letter from the President of the Republic, coolly calling upon the Emperor of Annam to place his dominions under a French Protectorate. It is well known that M. JULES GRÉVY was strongly opposed even to Admiral JAUROUVREUX's far more modest scheme. The secret has been well kept, and it is only on the eve of the submission of the committee's report to the Chamber of Deputies that the truth has been suffered to leak out. No mention whatever of a Protectorate over the Empire of Annam was made in the preamble to the demand of the Ferry Cabinet for the vote of £5,000,000, though this preamble was certainly sufficiently discursive. It now remains to be seen whether the more ambitious project will meet with the support which its predecessors had incontestably secured. If doubts were entertained in certain quarters as to the prudence of establishing a Protectorate over Tongking far greater hesitation will assuredly

be displayed when it shall be understood that the whole of Annam is to be included in this sweeping measure. Nor, for the same reasons, is it unlikely that the Chinese Government, now put on its mettle, will have something to say on a subject with which it is intimately concerned, not to mention other States which have a more or less direct interest in the matter. M. Baux appears to have abstained from explaining the various transitions in the Ministerial mind that have led up to this disclosure, though he must have been aware that the announcement of the extended programme could not fail to cause surprise in many quarters. It is, however, a significant fact that Admiral MEYER should have been instructed to oppose any attempt of the part of the Chinese to effect an entrance into Tongking. If the Chinese Government be inclined to resist the progress of the French in Tongking, probably it will not lose a moment in determining upon energetic action when it shall learn that the future of the Empire of Annam is also at stake. At present, however, the whole question is enveloped in a veil of mystery, which it is impossible to penetrate, and the public must be content for the moment with the information furnished by the Minister of Marine.

TELEGRAMS.

LONDON, June 13th.

REVISION OF THE LAND ACT.
The House of Commons has agreed to the motion of Lord George Hamilton without a division for a revision of the Land Act to enable the tenant to purchase farms by means of state advances.

LOCAL AND GENERAL.

SIR JOHN POPE HENNESSY was at Aden, en route for Mauritius on the 20th ultimo.

A REGULAR Lodge of Victoria, No. 1026, will be held in Freemasons' Hall, Zetland Street, on Friday, the 22nd instant, at 8.30 for 9 p.m. precisely.

The Globe says:—The unworthy opinion which the Chinaman in New York has always held concerning "the Melican man and all unio him belonging" will hardly be improved by the experience of one Sing Lee, a recent Chinese arrival in that city. He was robbed in Mott-street by footpads, and being of a merciful disposition refrained from firing his revolver until the thieves had got out of sight. For this he was promptly arrested and fined; for the law in America is very swift to punish wrongdoers, if they are Chinamen.

MR. BUMBLE might indeed turn blue with rage were he now in the flesh. As it is, his descendants are sadly shocked at the ingratitude of the "wicked paupers" residing in the Canterbury Workhouse at the present time. These pampered creatures have actually grumbled because they are largely fed on fish, to the reduction of the butcher's bill. The fish has cost fourpence a pound, and the inmates of the workhouse have rebelled—not because they were unable to have salmon or turbot, but because they desired meat. And the guardians have granted their request. Luxurious paupers.

A PRELIMINARY return of the British Army (prepared in anticipation of the general annual return) for the year 1882, with abstracts for the years 1863 to 1882 inclusive, has just been issued as a Blue-book. The return gives particulars in regard to effectives, establishments, and distribution; recruiting and casualties; courts-martial, crimes, and punishments; rewards and services; ages, heights, and chest measurements; and nationalities, religions, and education. It also deals with the auxiliary and reserve forces. The average effective strength of the regular army, all ranks, during 1882, was 189,229. Of this number 7,335 were officers.

We regret to observe from home papers that two naval "sports" once well known in Hongkong, Captain W.M. Annesley, late of H.M.S. Vigilant and now commander of the Barracorr, and Lieutenant Commander Raymond B. Needham, of H.M.S. Orville, have lately met with a rather alarming accident. The two officers were driving at Galway—their vessels are stationed on the coast of Ireland—when the horse fell, and they were both thrown violently from the car. Captain Annesley was unlucky enough to break his collar bone, whilst his companion, who is a heavy weight, was very badly shaken.

WILLIAM CLARK, of England, an unemployed member of the seafaring profession, faced Mr. Wodehouse this morning on a charge of being a rogue and vagabond. Thomas Ryan P.C. No. 8, stated that Clark has no means of earning a livelihood and has taken up his abode on the footpath at Tank Lane. He has seen the defendant loafing about town for the past fortnight. The unemployed individual observed that he had nothing to add to the constable's yarn excepting that he has been in the Colony for six weeks, and that he was once convicted at the Police Court for drunkenness. His Worship provided the luckless tar with a fortnight's free quarters in the "Retreat," with hard labor thrown in.

The Athenaeum says:—The trustees of the British Museum have lately received from Peking some typographical curiosities in the shape of eight volumes containing portions of two Chinese works printed during the thirteenth century. These books are printed from wooden blocks, and display a marked inequality in the skill of the type-cutters. The paper, which is the ordinary Chinese paper, is in the case of one work much discoloured by age. The volumes have evidently been carefully preserved, and at one time belonged to the library of a Chinese prince, who, in consequence of a political intrigue, was in 1860 condemned to die by a "silken cord." Hence the dispersion of his library.

The Roman Catholics of Spain number 18,000,000, and have 4,000 magnificent churches.

A LONDON merchant who recently advertised for a clerk and book-keeper at £3 per week received 1,950 applicants.

It is estimated that the United States Government loses annually \$500,000 by smuggling carried on along the Rio Grande.

The growth of telegraph business in England since the State has acquired control of the lines is said to have been enormous. The number of messages per week have grown from 126,000 to 603,000.

The Beaconsfield administration paid off \$90,800,000 of the national debt of Great Britain. The Gladstone administration has paid off \$102,500,000, and hopes this year to pay off \$40,000,000 more.

A SYDNEY paper the other day spoke about an ex-officer of the line driving a hansom. "That's nothing," remarks the Bulletin, "we know an ex-guardian who, having 'gone to the dogs' in sheep farming, has developed into a hot-savoy man."

M. LEFEBVRE FOURCY was examining a student in physics once upon a time, and the young man, being nervous, failed utterly on the first question put to him—a very simple one. "Bring the gentleman a bundle of hay for his breakfast," remarked the disgusted examiner to one of the attendants. "Bring two; the Professor and I will breakfast together!" remarked the student, who thus suddenly regained and asserted his self-possession.

SAYS the Sydney Bulletin:—His manner was bland, and he wanted about "flee tousand pounds" worth of goods. The merchant, as good a fellow as ever lived, washed his hands uneasily in the air, and really felt it almost an outrage on so mild and childlike a customer to hint that there was already a little bill for £72 not matured, "which you know might as well—that is, perhaps—"Bilce, what bilce? My bilce, seven hundred? All bilce, all bilce; you hold it? Me give cheque. Me takes up bilce dillecely." And the heathen actually gave a cheque, then and there, with an easy indifference to such a "bilce," as he called it, just flavoured with a glance of mild upbraiding which occasioned the good-hearted North-countryman the deepest self-reproach. And the cheque was paid on presentation, and Ah Haw got delivery of the £3,000 worth of goods, and shortly filed his schedule with as much calm alacrity as if he were an esteemed member of the Pitt-street chapel. And now what that merchant chiefly wants in life, next to information as to what became of the goods so quickly, is a leprous Mongolian to use as a street rammer.

THE President of the Manchester Chamber of Commerce recently wrote to Lord Granville complaining of the action of the Portuguese Government on the Congo. Mr. Lisier, in reply, says he is instructed by Lord Granville to say that the Portuguese Government have assured her Majesty's Minister at Lisbon, in answer to inquiries addressed to them on the subject, that the health officer, has been appointed merely for the use of Portuguese packets to visit their bills of health, this being necessary for their free pratique at Lisbon, and that the post-office referred to has been in existence for some time past—also, it is understood, solely for the use of the Portuguese. The Portuguese Government further state that positive orders had been given to the Governor of Angola not to occupy any territory in the Congo during the progress of the negotiations. Her Majesty's Government, therefore, have no reason to apprehend any interference with British subjects in the vessels on the Congo on the part of the Portuguese authorities. The President of the Chamber has replied, stating that the Portuguese officials must have misapprehended their instructions, and asking that the Portuguese Government should be requested to repeat them in such a manner as that any interference with British vessels, subjects, and mails should be avoided.

AN American naval officer who returned from duty in the European squadron a few weeks ago visited the naval establishments of England before starting for home. In giving an account of his visit he said:—"At no time has there been so much activity at the Chatham dockyard at this season of the year as now. The British Admiralty are for some reason, perhaps because of the present Irish troubles, pushing forward the armored vessels which are building, and will have them completed at an early date. The mechanics are employed on extra time. The greatest amount of attention is being given to the powerful twin screw, steel armored steamer, Warplite, which is altogether an exceptional type of vessel. It is intended that she shall be the fastest armored vessel afloat, and while she is to be employed on cruising duty, her offensive and defensive equipment will be equal to that of any vessel she will probably ever meet. She is over 300 feet long, with a displacement of 7,350 tons. Her armor plating will be steel-faced, ten inches thick, and carried five feet below the water line. Her armor is laid on a ten-inch backing, with the usual iron skin plating, thus presenting a solid thickness of nearly two feet of steel, iron and timber against the impact of shot and shell. Above the fighting deck will be a tower, protected by a steel armor, while her weather deck will be protected by steel-faced armor. The armament will be unusually heavy, consisting of four 18-ton breech-loading rifles, besides the usual machine guns and torpedoes. The rifle will be capable of piercing sixteen inches of iron armor, or thirteen inches of steel armor at a distance of 1,000 yards. She will also have a number of six-inch breech-loading rifles for effective work at a range of five miles. Her cost, when completed, will be about \$3,750,000. Her hull and machinery alone costing about \$2,500,000. This, together with the other armored vessels, will be completed during the present year."

THE statistics of the German Empire for 1881 are published in a little pamphlet of thirty-five pages, which gives all the important details from official sources. Population, 45,000,000, an annual increase of 500,000, divided into forty separate political communities, but all welded in one powerful empire. Berlin, with over 1,000,000 of people, is the capital in more senses than one, four other cities only have between 200,000 and 300,000, while there are sixty other towns of diminishing numbers. Of the 20,000 emigrants from Germany the immense majority came to America, only 1000 going to Asia, Africa, and Australia. Trade, commerce, crops, salt, sugar, beer, wine, are all summarized in a few pages. The figures showing the condition of the 18 banks which issue notes are given in detail: railroads, telegraphs, Post Office, shipping, election returns, patents, death rates, tell their significant story in brief. Seventeen thousand doctors, 4000 apothecaries and 2500 hospitals, with 127,000 beds, care for the sick and wounded. Twenty universities, with 25,000 students—Berlin leading with 5000 in its various departments, 1000 high schools and 58,000 public schools, beside 50 art and industrial schools, supply the education, which is compulsory throughout the Empire. Thirty-five hundred trade associations, unite working-men in different manual help organizations. Fifteen thousand books, and 5000 newspapers represent the intellectual activity.

A LADY was taken to the House of Commons to hear the debate on the Affirmation Bill. She was eagerly questioned afterwards as to what she thought of the proceedings, which she summed up briefly enough—"I never saw such an ugly lot of men together in my life, dear!"

SAYS the Sydney Bulletin.—Murder will out, but we scarcely thought it would begin to bark so early: "Queensland will float another £3,000,000, with New Guinea as added security." "Dot's de leedle game vat Thomas blays," and poor Bo Vagi's newly-acquired crown is already on its way to the "pop-shop." Sic transit gloria mundi.

THE Paris Tillgraph prints a letter from M. Ferdinand de Lesseps to a Suez Canal shareholder, in which the writer discusses the proposal for a second Canal. M. de Lesseps asserts that it would be "materially impossible to excavate this new course outside the road through the valley of the Isthmus of Suez." Should the necessity of forming a second canal be admitted, with the object of avoiding the meeting or momentary stoppage of vessels, M. de Lesseps promises that the present company would undertake the work with the approbation of the shareholders assembled in general meeting. As to the scheme of a sweet-water canal between Alexandria and Cairo, M. de Lesseps begs to point out to its authors that the Nile, after having fertilised the Delta, communicates from the Damietta branch with Alexandria by the Wahoumdie Canal, due to the genius of Mehemet Ali.

CHILDREN are sometimes dangerous neighbours. A gentleman recently invited a friend to his house to tea. Immediately on being seated at table a little daughter of the host said to the guest, quite abruptly, "Where is your wife?" The gentleman, having been recently separated from the partner of his life, was surprised and annoyed at the question, and stammered forth the truth—"I don't know." "Don't know?" replied the infant terrible; "why don't you know?" Finding that the child persisted in her interrogatories, despite the mild reproof of her parents, he concluded to make a clean breast of the matter, and have it over at once. So he said, with calmness, "Well, we don't live together; we think, as we can't agree, we'd better not." He stifled a groan as the child began again, and darted an exasperated look at her parents. But the little torment would not be quieted until she exclaimed, "Can't agree! Then why don't you fight it out, as pa and ma do?"

ANOTHER page in the history of romance will be filled by the tale of the Duchesse de Chaulnes. At 18 years of age, with a superb head of golden hair, Mlle. Sophie Gallatin was said to be the most beautiful girl in France. She married the Duc de Chaulnes, one of the first peers of the Empire. But she—ahem!—didn't discriminate between the man she had married and the man she hadn't married, and this unbecoming forgetfulness on her part so annoyed the Duc that he gradually died. Then she discriminated less than ever, and her late husband's mother took the children away, for fear they would become gay, too. Sophie brought a lawsuit to recover them, but was unsuccessful; and her fortune went with her children. She went for a while to her own mother, but quarrelled with her also. Then she went to lodge with an old servant in the poorest quarter of Paris, then took to morphine; all her friends deserted her except the old family doctor, who cut off her golden hair; and then, in a hovel, she died, aged 24. A queen of society a year ago!

A RICKSHAW of the County Court comes to us from Hampshire. In that charming county a man owned an omnibus, by which he conveyed passengers from the village in which he lived to a railway station some miles away. He ran into debt, and was summoned to appear before a County Court judge. A verdict was given against him, but he neglected to pay. The plaintiffs pressed for judgment to distrain, and his honour granted the order. The bailiffs were instructed to seize the first thing they came across. This happened to be the omnibus in question. At the time the bailiffs seized the bus there were several passengers aboard her, amongst them being the very County Court judge who had made the order in question. He was ordered to bundle out. In vain he protested and told the men to seize something else. They were obstinate. They had got the bus, and they intended to keep it. The judge, therefore, was compelled to get out, with the result that he missed his train, and was unable to reach his destination in time to hold a court. The proprietor of the bus looked on with a grim satisfaction written in every line of his face.

THE statistics of the German Empire for 1881 are published in a little pamphlet of thirty-five pages, which gives all the important details from official sources. Population, 45,000,000, an annual increase of 500,000, divided into forty separate political communities, but all welded in one powerful empire. Berlin, with over 1,000,000 of people, is the capital in more senses than one, four other cities only have between 200,000 and 300,000, while there are sixty other towns of diminishing numbers. Of the 20,000 emigrants from Germany the immense majority came to America, only 1000 going to Asia, Africa, and Australia. Trade, commerce, crops, salt, sugar, beer, wine, are all summarized in a few pages. The figures showing the condition of the 18 banks which issue notes are given in detail: railroads, telegraphs, Post Office, shipping, election returns, patents, death rates, tell their significant story in brief. Seventeen thousand doctors, 4000 apothecaries and 2500 hospitals, with 127,000 beds, care for the sick and wounded. Twenty universities, with 25,000 students—Berlin leading with 5000 in its various departments, 1000 high schools and 58,000 public schools, beside 50 art and industrial schools, supply the education, which is compulsory throughout the Empire. Thirty-five hundred trade associations, unite working-men in different manual help organizations. Fifteen thousand books, and 5000 newspapers represent the intellectual activity.

THIS most astonishing claim yet made in behalf of electricity is that it has been proven possible to convey by it vibrations of light, so that it is practicable not only to speak with a distant friend, but to see him. According to the Otago Times, Dr. Guidrah of Victoria has invented an apparatus, called by him the electroscope, which accomplishes this. The paper in question says that a public test of this instrument was made in Melbourne in the presence of some forty scientific and public men. "Sitting in a dark room they saw projected on a large disk of white burnished metal the race-course at Flemington, with its myriad hosts of active beings. Each minute detail stood out with perfect fidelity to the original, and as they looked at the wonderful picture through binocular glasses it was difficult to imagine that they were not actually on the course itself, and moving among those whose actions they could so completely scan."

A PHILADELPHIA physician has made a special study of the phenomena of death, both through his personal observations and those of others, and his conclusion is that dissolution is painless. "I mean," he explains, "that it approaches as unconsciously as sleep. The soul leaves the world as painlessly as it enters it. Whatever be the cause of death, whether by lingering malady or sudden violence, 'dissolution comes' either through syncope or asphyxia. In the latter case, when resulting from disease the struggle is long protracted, and accompanied by all the visible marks of agony which the imagination associates with the closing scene of life. Death does not strike all the organs of the body at the same time, and the lungs are the last to give up the performance of their functions. As death approaches, the latter gradually become more and more oppressed; hence the rattle. Nor is the contact 'sufficiently perfect' to change the black venous into the red arterial blood; an unprepared fluid 'consequently issues from the lungs into the heart, and is thence transmitted to every other organ of the body. The brain receives it, and its energies appear to be lulled thereby into sleep—generally tranquil sleep—filled with dreams which impel the dying to murmur out the names of friends, and the occupations and recollections of past life."

WE read that considerable interest has been excited in Rome by the North German Gazette's article on the triple alliance, in which, replying to the clerical *Mouleur de Rome*, it indicates that the hostile tactics of the German Centre have induced Prince Bismarck to change his mind as to the expediency of restoring the temporal power of the Pope. The *Diritto* considers this passage as an artifice meant to intimidate the Curia. It refuses to believe that Prince Bismarck could ever really cherish the dream of restoring Rome to the Pope. It must be remembered, however, that when this idea was mooted a couple of years ago by the Chancellor's organs the argument urged in its favour was that the Italian law of Papal guarantees enabled the Pope to conspire against the religious peace of Germany, free from all such "venture" as could have been brought to bear on him had he been temporal sovereign of Civita Vecchia and Rome. Still, though his ultimate aim was not friendly to the Vatican, it is satisfactory to learn that Prince Bismarck has abandoned the idea of restoring a Pontiff king. Their closer relations with Germany, on the other hand, may not improbably lead the Italians to modify their own ecclesiastical policy, and to render the Pope's position towards foreign Powers less irresponsible than at present.

THE steamer *Kiangchow*, which took fire on the way down from Canton yesterday morning was safely brought into harbour to-day about one o'clock. The fire was got under by about 8 a.m. yesterday, the hose being kept going for some time after as smoke was issuing from the bunker. The deck immediately above the bunker has suffered slightly, at least the upper skin of the vessel and the ceiling has sustained considerable damage. The water in the vessel went up to within a few feet of the deck as she was beached. The *Kiangchow* was got afloat at seven o'clock this morning being favored by the flood tide. The Dock Company's pump was not required, the coles working with buckets and pumps being found sufficient to float her. The Dock Company's launch and the Hopps's revenue cutter *Kong Shing* towed the vessel over to the wharf, when the hand pumps were set going to clear the water from her fore hold and stoke holes. There were many boxes floating in the forehold of which 1200 were tea, 24 Paper and 75 packages of fire crackers and many sundries, all of which were considerably damaged by the water. Some of these boxes had been taken aboard at the time of the fire. The wrecked decks appeared massed of rubbish with vegetables and fruits mixed together in a creamy paste. The vessel will be towed over to the dock in the course of the afternoon as soon as the cargo has been landed.

SOME few days since we (*Sportingman*) gave the world the benefit of our opinion upon the subject of petitions to Parliament. We have now a few remarks to make upon "House to House Canvassing" which is the latest form of pushing a hobby. People who wish to put forward any particular cause, or mean idea in which they have given their adhesion, now resort to the practice of sending round paid canvassers from door to door. These gentlemen are expected to call at every house or cottage, and record the opinion of the inmates upon the particular question they have at heart. This duty, it will be admitted, is not an enviable one, as the British household is not always in the best of tempers when he is knocked up by a canvasser, and he sometimes points out in the roughest of language the particular spot to which the canvasser can go without taking a return ticket. In consequence, the collector of statistics is often compelled to draw upon his imagination for his facts. This seems to have been the case in Villahere recently. A canvasser of the county having been made in reference to Sunday School, it was found that 587,472 non-payers were in favour of the measure, and 61,641 against it, 58,525 being neutral. Unfortunately, it happens that, according to the last census, the total population of Wilts was 258,000. What *havi* those canvassers been doing?

JEAN PAGELL, of Canada, a seaman, was up before Mr. Woodhouse this morning on a charge of creating a disturbance in Lascar Row yesterday. Thomas Ryan P.C. No. 8, stated that at 7 p.m. yesterday he saw the Canadian quarrelling with some Chinese and making a thundering noise. The quarrel arose from the fact that a "pal" had lost a hat and Mr. Pagell was accusing a shopkeeper of the theft. The Canadian was not drunk at the time. His Worship discharged the noisy member with a caution.

In the Summary Jurisdiction Court before Mr. Justice Russell this morning the case was called in which Mr. James Bulgin, editor of the *China Mail*, sues Mr. R. Fraser-Smith, proprietor and publisher of the *Hongkong Telegraph* for an alleged libel published in the last named journal on the 11th inst., damages being laid at \$1000. Mr. Jno. J. Francis, barrister-at-law, appeared for the plaintiff, and remarked that this was the case in which his lordship expressed the opinion a few days ago that written pleadings would be requisite. Mr. Justice Russell observed that it would be better to have written pleadings as the particulars of the plaintiff's claim set out nothing definite. The defendant said he had intended, and had given the learned barrister informal notice of his intention, to ask his lordship to appoint a time to allow him to submit that, in the face of the decisions of Lord Ellenborough in *Sir John Carr v. Hood* and of Chief Justice Bovill in *Osger v. Mortimer* and other cases, this suit was vexatious and frivolous and not actionable; but on consideration he thought perhaps, after his lordship's observation, that it would save time to have written pleadings. His lordship replied it would save time and simplify matters, as after pleas had been filed they would see whether there was really anything in what was said to be a libel. In reply to the Judge, Mr. Francis said he would have his pleadings ready on Monday morning, and the defendant thought it would take about a quarter of an hour to prepare his answer. His lordship decided, as neither of the parties had applied for a jury, to exercise his right under the Ordinance, of having a jury of three, in the event of the case coming to trial. Mr. Francis then said that, after his lordship's suggestion, he would apply for a special jury. It was ultimately agreed that the case be called on Tuesday next, at 10 a.m.; when the defendant could demur to the pleas, summonses for the jury not to be issued until after arguments had been heard.

NEWS BY THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Pelika*, with the French mail of the 11th ult., arrived in harbour this forenoon. We take the subjoined items of general news from the *London and China Express*—

Medical degrees have been conferred on several lady students of the University of London. These are the first diplomas of the kind bestowed on ladies by an English university.

The *Merlin*, a composite gun-boat, Lieut. Commander R. O. B. Brenton, in Keyham basin, has been commissioned for the China Station, with a complement of 60.

The *Gazette de Turkestan* announces that the Russian troops have evacuated Kuldja. Two squadrons of Cossacks remain, however, to ensure the safety of the Russian Consulate.

The Queen has conferred the honour of knighthood upon Staff-Captain Alfred Ballantyne, commanding Her Majesty's yacht *Albatross*, on his retirement after upwards of thirty-four years' service in the Royal Yacht.

The *Encounter*, Captain George Robinson, of the China Station, arrived at Malta on the 4th inst., and proceeded on the 8th inst., homeward bound, having been relieved by the *Sagphire*.

Captain John Vyner Williams, R.N., died last week at Stellenbosch, aged seventy-two. The deceased officer, who entered the Navy in 1822, was lieutenant of the *Venered* in the operations against Canton in 1841 (medal).

The necessary funds having been collected, legal proceedings are to be taken with a view to re-open the Tichborne case immediately on the arrival in England of the party now conveying from Australia the lunatic Cresswell, who is alleged to be Arthur Orton.

The command of the Royal Inniskilling Fusiliers has just been sent by the retirement of Col. H. Lock, with the honorary rank of major-general. Col. Lock, who served with distinction in the campaign following upon the Indian mutiny, will be succeeded by Col. G. B. Stokes.

The Russian frigate *Minin*, which is now being fitted out at Cronstadt for the China station, will convey to Vladivostok a scientific exploring expedition, under the control of M. Potanin, a veteran explorer. If not interfered with by the Chinese authorities, the expedition will endeavour, after completing a survey of Western Mongolia, to make its way to Tibet.

Mr. Waton has this week blocked 34 Bills. In this wholesale transaction careful examination of the nature of the measures is not possible, and in his haste the hon. member has blocked one of his own Bills. He thus undertakes to move the second reading of a measure and to move as an amendment that it be read a second time six months hence.

The total number of members in the House of Commons on the 4th inst. was 400. The hon. members were closed for the division on the Affirmation Bill of the Government was (Speaker and Members included) 286. There were consequently 64 absentees. The majority (294) was made up of 240 English, 45 Irish, and 9 Scotch members; and the minority (201) of 239 English, 47 Scotch, and 5 Irish.

Mr. Bradlaugh has addressed a large meeting at Northampton. After giving his version of the recent events with which his name is connected, he said the question now was whether his constituents could still trust him. A vote of confidence in him was passed. Mr. Bradlaugh declared he would take his seat in Parliament in defiance of any punishment the House might inflict upon him.

H.E. Li Fong Pao, Chinese Minister in Berlin, left that city for Stettin to attend the trial trials of the ironclad corvette and four torpedo boats built for the Chinese Government by the "Vulcan" Company. A trial of the *Ying Yuen*—the dimensions of which were recorded in our last issue—took place yesterday with satisfactory results, a speed of fourteen and a quarter knots being realised.

It is announced from Paris that the naval division, under Commandant Riviere on the Cochin China coast, will, when reinforced, consist of the dispatch boats *Pluvier* and *Alouette*, and the gunboats *Lynx*, *Viper*, *Fanfare*, *Lepard*, *Surpique*, *Carabine*, *Maiane*, *Yatagan*, *Hache*, *Eclair*, and *Trombe*, in addition to the squadron now on the station.

The *Gulon* mail steamer *Alaska* has made another remarkable passage to New York, her

time being 6 days 23 hours and 48 minutes. She left Queenstown on the 29th ult., and arrived at New York at 6 a.m. on the 6th inst. Her daily runs were as follows—45, 401, 421, 419, 428, 413, and 312 miles. This is the first time that the outward passage has been made by any steamer under seven days.

Intelligence received at St. Petersburg from Vienna states that the Russo-Chinese frontier relations are now of a friendly character, and that with the aid of the Chinese frontier authorities a stop has been put to the depredations of the Nomads. It is added that on the occasion of the Easter Festival an official visited the Russian Camp to offer the congratulations of the chief Chinese authorities.

The German barque *Paul*, which arrived at Hamburg on April 19th, from Hongkong, has been forbidden by the authorities to discharge her cargo, consisting of general goods and about 2,000 cases of fireworks, because of a quantity of Chinese matches (very ignitable) being found scattered about among the cargo, which must have been done in Hongkong when loading, thereby exposing ship and cargo to great danger.

The Paris correspondent of *The Times* writes that according to news received there, Lord Granville asked the Chinese Government whether it would accept Sir Harry Parkes as Minister at Peking. It is added that China not only seems disinclined to do so, but evinces surprise that at a time when England has every advantage in remaining on excellent terms with her British Government should not have proposed for this post a man who can be regarded as a person of high character.

The *Messager* Official states that the number of immigrants into Russian territory from Kuldja has recently much increased. Scarcely a day passes but 300 or 400 Tatariches seek Russian protection, and if matters go on at the present rate there will soon be no more Tatariches left in China. The same journal announces that it is intended to construct a railway from Roumgrad to the mouth of the Amou Daria, bringing the Bay of Metivji Proulout into communication with the Caspian. The work will be under the superintendence of Colonel Alexandrow, who has already left Tashkent with this object.

The Japanese Naval Commission is at present, we understand, in France. Their examination of the various shipbuilding establishments in Scotland and the North of England has not been as successful as was expected, no vessels having been seen which would suit the purposes required without very considerable alteration. As we stated in a recent issue, the Japanese Government have availed themselves of a clause in the contract, and have refused to take over the Pervian cruisers *Diogenes* and *Socrates* for the reasons already mentioned. It is, however, intended to purchase two more suitable vessels without delay.

A singular accident has happened at Hamburg. While a new steamer, the *Polyphemia*, of 4,000 tons burden, belonging to the German Steamship Company's China line, was being launched she glided with such unexpected and tremendous force into the water that she was not stopped by her anchors, and dashed at full speed into the line of the mail steamer *Buenos Ayres*, striking her full amidships. The latter, which was taking in her cargo, began to sink immediately, but two tugs succeeded in getting her ashore just in time before foundering. Luckily there was no loss of life, but several of the crew of the *Buenos Ayres* were badly injured. Both steamers were much damaged.

The Deutsch Dampfschiff Rhederei (German Steamship Company) has augmented its fleet by a new boat, the *Spigelia* of 2,000 tons carrying capacity, which was built by the Vulcan Company at Stettin. The new vessel has arrived at Hamburg, and answers the purposes of the King's line in every respect. The Vulcan Company has recently published orders from the Chinese Government for the building of four torpedo-boats of the first class and four of the second class, of which two will be dispatched to China by the *Ting Yuen*, ironclad corvette, which recently made a trial trip at Swinemunde. During the present year another ironclad corvette and a large steam dredger have been ordered by the Chinese Government.

The burning of the steamer *Grappier* and the loss of fifty lives off the coast of Vancouver's Island is reported by telegram. The *Grappier*, which was formerly a British gunboat, had a large number of passengers, chiefly Chinamen, on board. When the fire was discovered the pumps were started, and Chinamen got into a panic and rushed about the vessel, impeding the operations of the officers and crew, and some of them had to be knocked down to restrain them. Messages, the fire having gained headway, the steamer was run ashore. The boats were lowered, but the Chinamen jumped over and swamped them—all falling in a struggling mass into the water, and drowning each other. Only twenty persons were saved. Aid has been sent to the survivors from Victoria. The *Grappier* was bound from Puget Sound to Alaska.

The conduct of the Judge who presided in the trial of the assassin charges at Dublin has been the occasion of serious charges of undue bias, not to say indecent partiality; but it is under a misapprehension of the facts. Judge O'Brien did undoubtedly, in the course of his charges on the trials of Brady and Curley, review the evidence in a way that is not usual on the trial of a case, and the effect could not but be unfavorable to the defendants. Yet it cannot be charged that this is part of an attempt of the Government to coerce the jury and obtain convictions regardless of facts, because this is only the ordinary method of the law. There is a wide difference between the practice in this respect in the two countries. Were this a variation from the usual rule in Great Britain, it would be very objectionable in the Dublin trials, and might well excite the criticisms referred to. But not being an exception specially made in these cases, but the regular thing, it is open to no such objections. There may be a variety of opinions as to the policy of permitting judges to lay out the evidence in a way that is not usual on the trial of a case, but looking at the dissatisfaction with the practice in our own jury laws, and bearing in mind that it is generally admitted the results of jury trials are more satisfactory in England than here, we believe it would be well if we could introduce the English practice. The jury is the judge of the facts in both countries, but in England it is under the advice and counsel of a mind trained to judicial independence, while with us twelve untrained and often ignorant men are left to grope their way through a maze of conflicting evidence with no glimmering of light from any intelligent superior to their own. This is running a trial by jury into an absurdity, for it is setting up the foolish to judge for the wise. Trial by jury, directed and controlled by the superior intelligence of the Bench, is infinitely preferable to trial by jury when it means trial by ignorance and incapacity. It is true the judge may err from bias, but it is a hundred times more likely the jury will err from ignorance. Under the English system the jury always remains sufficient independence to resist gross coercion or dictation by the judge against common justice, and that is essentially what juries are for, not to act as experts on evidence, for that is beyond their capacity. If crime is punished and justice done in the English Courts more uniformly and more speedily than in American, it arises from this preponderance of influence given to the judge.

ENGLISH JUDGES AND JURIES.

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The trial number of members in the House of Commons on the 4th inst. was 400. The hon. members were closed for the division on the Affirmation Bill of the Government was (Speaker and Members included) 286. There were consequently 64 absentees. The majority (294) was made up of 240 English, 45 Irish, and 9 Scotch members; and the minority (201) of 239 English, 47 Scotch, and 5 Irish.

Mr. Bradlaugh has addressed a large meeting at Northampton. After giving his version of the recent events with which his name is connected, he said the question now was whether his constituents could still trust him. A vote of confidence in him was passed. Mr. Bradlaugh declared he would take his seat in Parliament in defiance of any punishment the House might inflict upon him.

H.E. Li Fong Pao, Chinese Minister in Berlin, left that city for Stettin to attend the trial trials of the ironclad corvette and four torpedo boats built for the Chinese Government by the "Vulcan" Company. A trial of the *Ying Yuen*—the dimensions of which were recorded in our last issue—took place yesterday with satisfactory results, a speed of fourteen and a quarter knots being realised.

It is announced from Paris that the naval division, under Commandant Riviere on the Cochin China coast, will, when reinforced, consist of the dispatch boats *Pluvier* and *Alouette*, and the gunboats *Lynx*, *Viper*, *Fanfare*, *Lepard*, *Surpique*, *Carabine*, *Maiane*, *Yatagan*, *Hache*, *Eclair*, and *Trombe*, in addition to the squadron now on the station.

The *Gulon* mail steamer *Alaska* has made another remarkable passage to New York, her

FRANCE'S PENAL COLONIES.

Great Britain abandoned the transportation of convicts many years ago because the countries in which her penal colonies were established—Australia and Tasmania—had been settled by thousands of respectable emigrants who naturally objected to having the off-scourings of society thrown upon them.

France took up the transportation plan of settling the crime problem after England had abandoned it, and her experiment is now in an interesting stage. A great many convicts have been transported to New Caledonia, in the South Seas, and the plan is to first employ them at hard labor for the Government, but to afterward encourage them to set up for themselves and accumulate property. An illustration of the difficulty and, at the same time, the necessity of implanting habits of industry in men who have grown up in the practice of crime, is contained in the fact mentioned by a late correspondent that, out of 130 convicts who had served their time, but were living in a condition of semi-imprisonment and idleness, only eight would accept the offer of a mining company to give them employment at fair wages. So careful is the Government to remove all obstacles that could interfere with the possible reform of these men that anyone insulting a reformed convict by taunting him with his former condition is liable to severe punishment. In some of the transported felons the criminal instincts are almost or quite eradicated, and crimes of violence in New Caledonia are of frequent occurrence.

Such an experiment in penal colonies could not be long conducted without making apparent the necessity of some kind of classification or segregation. A recognition of this essential of effective reform work has induced the French Government to establish a second penal colony for the worst offenders. The New Hebrides Islands have been annexed and will be used for this purpose. All the recidivists—as the confirmed professional criminals are called—will be sent to the New Hebrides, where they cannot retard the progress of the more hopeful class in New Caledonia. There are in France about ten thousand of these recidivists—persons of both sexes, old and steeped in crime—who will never reform so long as they are in the midst of a society upon which they can prey. It is the plan to sweep the whole of this class out of the country and get rid of its polluting and corrupting influence. Of course new criminals will spring up to take the place of those transported—because crime is a trade like any other—but the new generation will not be so numerous or so debased as their predecessors. Physiologists have proved that crime is often an inheritance, and the dark stream can be traced back from children to parents for many generations. To get rid of those who are certain to be the progenitors of criminals is therefore to diminish the fecundity of crime, and this is what France will attempt to do. This policy is infinitely superior to that followed in the United States, where we imprison criminals for short periods and then turn them loose on society again, to wallow in the slums, polluting and corrupting by their contact.

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To-day's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"DIAMANTE," will be despatched for the above Port, on MONDAY, the 18th inst., at 5 p.m.

For Freight or Passage, apply to

RUSSELL & Co., General Managers.

Hongkong, 15th June, 1883. [472]

GREAT CLEARANCE SALE

BY PUBLIC AUCTION

MILLINERY, DRAPERY, &c., &c., &c.

THE Undersigned has received instructions from Messrs. SAYLE & Co., to Sell by Public Auction, on

WEDNESDAY, the 20th June, 1883, at TWO O'CLOCK P.M., and following days at their former premises (Crosby's Stores, Queen's Road),

THEIR SURPLUS STOCK OF MILLINERY, DRAPERY, HOSIERY, FURNISHING, AND OUTFITTING DEPARTMENTS,

Comprising—

LADIES' BOOTS & SHOES, MILLINERY, TRIMMINGS, BUTTONS, COSTUMES, Remnants of Dress Materials, FLANNEL, PRINTS, &c., &c., &c.

GENTLEMEN'S BOOTS AND SHOES, HOSIERY, Lengths of Materials for Suits, HATS, SHIRTS, COLLARS, &c., &c., &c.

Pieces of CRETONNE, CHINTZES, CARPETS, OIL CLOTH, MIRRORS, &c., &c., &c.

The Goods will be on view on and after TUESDAY NEXT.

TERMS OF SALE—As customary.

G. R. LAMBERT, Auctioneer.

Hongkong, 15th June, 1883. [473]

PUBLIC AUCTION

OF VALUABLE LEASEHOLD PROPERTY

IN JERVOIS STREET.

TO be Sold Pursuant to a Decree of the Supreme Court of Hongkong Original Jurisdiction in a Suit Fung Kung Po v. WONG HING PO and KWOK IN KAI, No. 135 of 1882, by Mr. J. M. GUEDES on the Premises, on

FRIDAY, the 22nd day of June, 1883, at 3 P.M.,

ALL that PIECE or PARCEL OF GROUND Registered in the Land Office as Sub-section No. 1 of Section A of MARINE LOT No. 19, measuring on the North 14 feet 9 inches on the South 14 feet and 5 inches on the East 6 feet and 3 inches and on the West side 6 feet and 3 inches. Held for 999 years from the 10 day of September, 1855.

Appointed Crown Rent \$11.32.

Particulars and Conditions of Sale may be had gratis from

Messrs. SHARP, TOLLER, & JOHNSON, Supreme Court House Hongkong.

Solicitors.

or from J. M. GUEDES, Auctioneer.

(Signed) E. J. ACKROYD, Registrar.

Dated this 14th day of June, 1883. [474]

To be Let.

TO LET. A GROUND FLOOR AT No. 8, OLD BAILEY STREET.

Apply on THE PREMISES. [447]

Hongkong, 8th June, 1883.

TO BE LET, (WITH POSSESSION FROM THE 1ST JULY NEXT.)

FIVE COMMODIOUS and well VENTILATED ROOMS suitable for OFFICES or a FAMILY DWELLING HOUSE, at No. 24, Praya Central, corner of Pottinger Street.

Apply to F. VINCENT, 8, Peel Street. [450]

Hongkong, 8th June, 1883.

TO LET.

FOR ONE YEAR from June next, the New BUNGALOW at the PEAK on R. B. Lot 20, now roofed in and nearly completed, the property of Mr. J. ENSTON SQUIER.

For all information, apply to BIRD & PALMER, Queen's Road, Hongkong, 19th April, 1883. [307]

TO LET.

NO. 6, OLD BAILEY STREET, No. 6, QUEEN'S ROAD CENTRAL, lately occupied by PACIFIC MAIL STEAMSHIP COMPANY.

Apply to DAVID SASSOON, SONS & Co., Hongkong, 10th April, 1883. [7]

TO LET.

A TWO STOREY HOUSE (6 ROOMS) with GARDEN, in Mosque Junction. The above has Gas and Water laid on; and immediate possession can be had.

For Particulars apply to D. NOWROJEE, Hongkong Hotel. [18]

Hongkong, 6th April, 1883.

For Sale.

FOR SALE. EX STEAMSHIP "LAERTES."

A CONSIGNMENT OF HOCKING'S PATENT FRESH-WATER CONDENSERS.

THE BEST & CHEAPEST EVER MADE.

Capable of Condensing Three Thousand Gallons per day.

Apply to G. FENWICK & Co., Victoria Foundry. [328]

Hongkong, 25th April, 1883.

FOR SALE CHEAP.

SEVERAL GOOD PONIES, suitable for Hacks, Carriage Ponies or Jumpers.

Apply to R. FRASER-SMITH, Hongkong Telegraph Office. [328]

Hongkong, 3rd March, 1883.

F. BLACKHEAD & CO.

SHIPCHANDLERS, STORE-KEEPERS, AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL.

HAVE RECEIVED EX LATEST ARRIVALS.

AMERICAN CAST-STEEL SHOVELS, PICKS.

AXES. HATCHETS.

ENGINEERS' & HOUSEHOLD HAMMERS. PATENT BIT-BRACES.

AUGER-BITS. DRILLS.

GIMBLETS. SQUARES.

PATENT BRASS PADLOCKS & CHEST LOCKS.

MRS. POTTS' PATENT SADDLERS. COOKING STOVES.

FAIRBANKS' SCALES. FORCE PUMPS for SHIP USE.

DRILLING MACHINES. BREAST DRILLS, AUTOM. BORING TOOLS.

ANVILS, VICES, AND DRILLS COMBINED. ANVILS.

VICES. HITCHCOCK'S PATENT LAMPS.

GLASS CUTTERS. SCROLL SAWS.

FAMILY GRINDSTONES. BLACKSMITHS' BELLIOWS.

Best WHITWORTH'S STOCK AND DIES. SCREW WRENCHES.

PLANE IRONS. CHISELS.

HAMMERS. PINNERS.

NIPPERS. DIVIDERS.

RULES. METAL SCISSORS.

METAL SAWS. TUBE EXPANDERS.

OIL-FEDDERS. OIL-CANS.

SALTER'S SPRING BALANCE SCALES. WESTON'S PATENT TACKLES.

PATENT SOCKETS. DISTRESS SIGNALS.

HOLMES' PATENT SIGNAL LIGHTS. FOGHORNS.

SIGNAL LAMPS. LIFE BUOYS.

LIFE BELTS. BOTTLE-WASHING AND CORKING MACHINES.

Sparkling SCHARZHOFFBERGER. FLENSBURG STOCKBEER.

MARIENTHALER BEER. VEUVE CLICQUOT PONSARDIN.

CHAMPAGNE. [10]

Hongkong, 7th October, 1882.

Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

EXCURSION TO MACAO.

THE "HONAM" will make a Trip to MACAO and BACK on SUNDAY, the 17th instant, leaving Hongkong at 8 A.M., and Macao at 9 P.M.

First-class Fare to Macao, and Back \$2. No Second-class.

Refreshments will be supplied on board, but no Meals.

The Macao Hotel will be prepared to supply Breakfast and Dinner to the Excursionists.

Tickets to be purchased at the Company's Office.

By Order, P. A. DA COSTA, Secretary. [462]

Hongkong, 13th June, 1883.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE TRANSFER BOOK of this Company will be CLOSED from the 18th instant, until the 2nd proximo, both days included.

HENRY K. H. MARTIN, Manager. [468]

Hongkong, 14th June, 1883.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, No. 45, Queen's Road, Victoria, Hongkong, on TUESDAY, the 19th day of

Commercial.

THIS DAY.

There is still considerable activity in share business, although so far as actual transfers are concerned, nothing of striking importance since we last wrote has to be chronicled. Banks continue in good demand; at 191 per cent. premium for the end of August a fair number of shares has been negotiated, and the stock is in demand at 191 for the 30th of the present month. China Traders have risen 25 since yesterday, buyers now offering 2,450. In Hongkong there are a few small sales have been effected at 1,300, and more shares could without difficulty be "placed" at that figure; however, there are no further sellers. China Fires have been inquired after at 375, without, however, leading to business. Indo-China Steam Navigation scrip has dropped to 10 per cent. discount, and is freely offered at that quotation. China Sugars remain quite firm, with buyers, at 190; but Luzons have slightly depreciated, offers to sell at 77 meeting with no response.

4 o'clock p.m.

Since noon there have been further sales of Banks at 191 for the end of the month. Hongkong Fires are wanted at 1310, but nothing has been done, as holders stand out for better terms. Steamboats have been made the medium of a few transactions at 46 per share premium, and there are more buyers at the rate. Other quotations remain unchanged.

SHARES.

Hongkong and Shanghai Bank—Ex New Issue

—153 per cent. premium.

Hongkong and Shanghai Bank—New Issue.

—151 per cent. premium.

Union Insurance Society of Canton—\$600 per share, buyers.

China Traders—\$2,450 per share, buyers.

North China Insurance—\$1,500 per share, buyers.

Canton Insurance Company, Limited—\$120 per share, buyers.

Yankee Insurance Association—\$1,900 per share, buyers.

Chinese Insurance Company—\$220 per share, sellers.

On Tai Insurance Company, Limited—\$150 per share.

Hongkong Fire Insurance Company—\$1,310 per share, sellers and buyers.

China Fire Insurance Company—\$376 per share, buyers.

Hongkong and Whampoa Dock Company—53 per cent. premium, sellers.

Hongkong, Canton, and Macao Steamboat Co.—\$46 per share, premium, sales and buyers.

China and Manila Steam Ship Company—120 per share.

Hongkong Gas Company—\$80 per share, sellers.

Hongkong Hotel Company—\$180 per share, sellers.

Indo-China Steam Navigation Company, Limited—10 per cent. discount, sellers.

China Sugar Refining Company, Limited—\$190 per share, buyers.

China Sugar Refining Company (Debtors)—2 per cent. premium.

Luzon Sugar Refining Company, Limited—\$77 per share, sellers.

Hongkong Ice Company—\$167 per share, sellers.

Hongkong and China Bakery Company, Limited—\$80 per share, buyers.

Chinese Imperial Loan of 1878—14 per cent. premium, ex. int.

Chinese Imperial Loan of 1881—3 per cent. premium, sales.

EXCHANGE.

ON LONDON.—Bank, T.T. 3/4

Bank Bills, on demand 3/4

Bank Bills, at 30 days' sight 3/4

Bank Bills, at 4 months' sight 3/4

Credits, at 4 months' sight 3/4

Documentary Bills, at 4 months' sight 3/4

ON PARIS.—Bank, T.T. 3/4

Bank Bills, on demand 3/4

Credits, at 4 months' sight 3/4

ON BOMBAY.—Bank, T.T. 3/4

ON CALCUTTA.—Bank, T.T. 3/4

ON SHANGHAI.—Bank, T.T. 3/4

Bank, sight 3/4

Private, 30 days' sight 3/4

ON HONGKONG.—Bank, T.T. 3/4

Bank, sight 3/4

Private, 30 days' sight 3/4

ON HONGKONG.—Bank, T.T. 3/4

Bank, sight 3/4

Private, 30 days' sight 3/4

ON HONGKONG.—Bank, T.T. 3/4

Bank, sight 3/4

Private, 30 days' sight 3/4

ON HONGKONG.—Bank, T.T. 3/4

Bank, sight 3/4

Private, 30 days' sight 3/4

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Bank, sight 3/4

Private, 30 days' sight 3/4

ON HONGKONG.—Bank, T.T. 3/4

Bank, sight 3/4

Private, 30 days' sight 3/4

Shipping.

ARRIVALS.

THALES, British steamer, 820, T. G. Pocock, 14th June—Kudat 7th June, and Sandakan 10th June, General—D. Laprak & Co.
FRIEDLANDER, German ship, 1,534, J. Bellmer, 14th June—Cardiff 7th June, Coal—Captain.
HYDRA, German bark, 795, Binge, 14th June—Cardiff 6th February, Coal—Arnhold, Kaiberg & Co.
GERD HYE, German bark, 576, Ed. Ladewig, 14th June—Chefoo 29th May, General—Ed. Schellhass & Co.
PEIHO, French steamer, 2073, M. Hernandez, 15th June—Marselles 13th May, Naples 15th, Port Said 19th, Suez 20th, Aden 24th, Colombo 26th June, Singapore 8th, and Saigon 11th, Mails and General—Messageries Maritimes.
G. C. TRUFANT, British ship, 1,529, Thomas, 14th June—Cardiff 5th February, Coal—Order.
HAINAN, British steamer, 200, W. Willis, 15th June—Haiphong 12th June, and Hoihow 14th, General—Along.
CLEARANCES AT THE HARBOUR OFFICE.
Gleuroy, British steamer, for Foochow.

DEPARTURES.

June 14, Camorta, Dutch steamer, for Swatow.
June 15, Ping-on, British steamer, for Hoihow and Pakhoi.
June 15, Centurion, British bark, for London.
June 15, Dombay, British steamer, for Straits and Bombay.

PASSENGERS-ARRIVED.

Per Thales, str., from Kudat, &c.—Sir W. Medhurst, Mr. and Mrs. Garland, Mr. Hurley, and 83 Chinese.
Per Peiho, str., from Marselles.—Mr. and Mrs. Suenon, Miss Frede, Messrs. Wadmann, Whital, G. Schojorg, G. Tuhetara, Talsuke, and Kurihara, for Hongkong. From Singapore—Messrs. A. Remedios, J. H. Framen van de Putte, and R. P. Lemontier. From Saigon—Messrs. Balouf and Cao Lee, and 46 Chinese. For Shanghai.—Messrs. Felhar, Genin, and de Belaire, from Marselles. From Naples.—Messrs. T. Laitow and M. K. Tonnekichi, for Yokohama. From Suez.—Mr. Elman. From Colombo.—Messrs. le Comte de Mally and A. Sureau.
Per Hainan, str., from Haiphong, &c.—43 Chinese.

REPORTS.

The British steamship Hainan reports left Haiphong at 2 p.m. on the 12th instant. Had fine weather to Hoihow; arrived in Hoihow at 6 p.m. on the 13th, and left again on the 14th at 6 p.m. Had pleasant weather with light variable winds to St. John's; thence had strong N.E. breeze to port. Arrived in Hongkong at noon on the 15th.
The British steamship Thales reports left Kudat on Thursday, the 7th instant. Had moderate and light S.W. winds and cloudy weather with rain. Left Sandakan on Sunday, the 10th. Had light southerly winds and fine weather to Mindora Passage; thence had fresh S.W. winds and squally weather with plenty of rain to port. The steamship Banker in Sandakan.

Post Office.

A MAIL WILL CLOSE.

For Foochow.—Per Gleuroy, to-day, the 15th instant, at 5 P.M.
For Amoy and Tamsui.—Per Fokien, to-morrow, the 16th instant, at 11.30 A.M.
For Swatow, Amoy, and Shanghai.—Per Agamemnon, to-morrow, the 16th instant, at 11.30 A.M.
For Swatow, Amoy, and Foochow.—Per Namoa, to-morrow, the 16th instant, at 5 P.M.
For Shanghai.—Per Poising, on Sunday, the 17th instant, at 9 A.M.
For Swatow.—Per Thales, on Monday, the 18th instant, at 11.30 A.M.
For Manila.—Per Emu, on Monday, the 18th instant, at 3.30 P.M.
For Manila.—Per Diamante, on Monday, the 18th instant, at 4.30 P.M.
For Nagasaki and Kobe.—Per Kumamoto Maru, on Friday, the 22nd instant, at 3.30 P.M.
For Nagasaki and Yokohama.—Per Zambeth, on Saturday, the 23rd instant, at 11.30 A.M.
For Kudat and Sandakan.—Per Thales, on Friday, the 29th instant, at 3.30 P.M.
For Port Darwin, Brisbane, Sydney, and Melbourne.—Per Whampoa, on Monday, the 2nd July, at 3.30 P.M.

The Postal Guide published in 1879 being now somewhat out of date, a revised issue is printed in the Hongkong Directory and Hongkong List for the year 1883, which supersedes all previous editions.

MAILS BY THE BRITISH PACKET.

The British Contract Packet "ROHILLA," will be despatched on THURSDAY, the 21st instant, with Mails to and through the United Kingdom, and Europe via Brindisi, to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.
N.B.—This Packet carries no mails for the Australian Colonies.
The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet "CITY OF RIO DE JANEIRO," will be despatched on TUESDAY, the 26th instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
At 3.15 P.M. Registry closes.
At 2 P.M. Post-office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra. Postage until the time of departure.
HOURS FOR CLOSING THE CONTRACT MAIL.
THE ENGLISH MAIL.
The following hours are observed in closing Mails, &c., by the British Contract Packet:—
DAY OF DEPARTURE.
NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Late Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
4.00 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents until time of departure.
THE FRENCH MAIL.—DAY BEFORE DEPARTURE
5 P.M.—Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

DAY OF DEPARTURE.

7 A.M.—Post Office opens.
10 A.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M.—Mails closed, except for Late Letters.
11.10 A.M.—Late Letters may be posted with Late Fee of 10 cents until
11.30 A.M.—when the Post Office closes entirely.
11.40 A.M.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

SHIPPING IN HONGKONG.

STEAMERS.

AGAMEMNON, British str., 1,522, James Willing, 14th June—London 1st May, and Singapore 8th June, General—Butterfield & Swire.
ANNAM, Annamite steamer, 317, Yuen Man Tung, 12th May—Kwongnam 4th May, General—Order.
ASCALON, British steamer, 1,523, G. Dinsdale, 7th June—Newcastle 16th May, Coal—Captain.
C. T. HOOK, British steamer, 902, W. Jarvis, 14th June—Nagasaki 8th June, Coal—Thos. Howard.
CITY OF RIO DE JANEIRO, American steamer, 2,755, W. B. Seabury, 14th June, San Francisco 17th May, and Yokohama 8th June, Mails and General—P. M. S. S. Co.
CRUSADER, British steamer, 647, Rowin, 13th June—Saigon 9th June, General—Arnhold, Karberg & Co.
FAME, British steamer, 117, Stopani, (tug plying) Hongkong and Whampoa Dock Co.
FEILUNG, British steamer, 754, W. Y. Allison, 12th June—Bangkok 9th June, General—Yuen Fat Hong.
FOKIEN, British steamer, 509, Abbott, 12th June—Tamsui 9th June, and Amoy 11th, General—D. Laprak & Co.
GLENROY, British steamer, 1,411, W. J. Geake, 10th May—Saigon 6th May, Rice and Paddy—Jardine, Matheson & Co.
NAMOA, British steamer, 862, Geo. Westoby, 13th June—Foochow 9th June, Amoy 11th, and Swatow 13th, General—D. Laprak & Co.
OCEAN, British steamer, 1,039, R. R. Brown, 12th June—Saigon 8th June, Rice—Adamson, Bell & Co.
PASIG, Spanish steamer, 360, Don Leoncio Aguirre, 14th June—Manila 10th June, Balat—Remedios & Co.
SALTEE, French steamer, 323, J. Biard, 9th June—Haiphong 6th June, General—Shing Loong.
SEA GULL, American steamer, 48, Heyden, Nov. 24th—China Traders Insurance Co.
TAMARA, French steamer, 1780, Drujon, 9th June, Yokohama 3rd June, General—Messageries Maritimes.
VINDBALA, British steamer, 1,134, S. H. Stuart, 2nd June—Shimonoseki 27th May, Rice—Captain.
WELLS, German steamer, 393, E. Piper, 11th June—Hoihow 9th June, General—Wieler & Co.
YOTUNG, British steamer, 286, H. Kennett, June 23rd—Quangai 19th June, General—Kwok Acheong & Sons.

SAILING VESSELS.

ABBIE CARVER, American bark, 984, Pendleton, 15th April—Newcastle, N.S.W., 21st Feb. Coals—Siemens & Co.
ADELIA CARLETON, American bark, 593, Grant, 27th April—Newcastle, N.S.W., 24th Feb. Coals—Arnhold, Karberg & Co.
ADOLPH ORRIG, American ship, 1,448, Staples, 29th May—Cardiff 14th January, Coal—Borneo Co. Limited.
ALVA, Portuguese ship, 532, E. de Sousa, 12th May—Kajang 21st April, Timber—Brandao & Co.
ANTON GUNTHER, German bark, 441, F. Steinbrugg, 31st May—Touzon 24th May, Coal—Mellers & Co.
A. & W. C. Dutch bark, 1,260, H. A. Jenge, 23rd May—Penarth 15th Dec., Coals—Ed. Schellhass & Co.
ARAGON, Spanish schooner, 177, Francisco Aladmir, 6th June—Manila 21st May, Timber—Lane, Crawford & Co.
AUGUSTE, French bark, 818, Le Breton, 9th June—Newport 25th October, Coal—Carlowitz & Co.
BELLE D'OREGON, American bark, 1,110, E. M. Matthews, 6th June—Newcastle 12th April, Coal—Borneo Co.
CARL, Siamese bark, 535, J. Hansen, 24th May—Bangkok 7th May, General—Captain.
CENTINALE, American ship, 1,286, C. H. Labbits, 27th May—Liverpool 16th January, Coal—Captain.
CHANNEL QUEEN, British bark, 609, Le Lacheur, 18th May—Chefoo 22nd April, General—Ed. Schellhass & Co.
C. D. BRYANT, American bark, 920, J. P. Butman, 23rd May—New York 24th January, Kerosine Oil—D. Laprak & Co.
DIO FILI, Austrian bark, 627, D. Berneth, 30th April—Newcastle, N.S.W., 12th March, Coal—G. R. Lammert.
ELISE, German ship, 1,348, W. Bohne, 6th June—Cardiff 6th February, Coal—Messageries Maritimes.
ELSE, German brig, 278, R. Brinkmeyer, 2nd June—Newchwang 7th May, Beans—Wieler & Co.
ESCORT, American bark, 939, Wahehouse, 18th May—Taiwanfou 11th May, Sugar—Russell & Co.
FANO, Danish brig, 277, M. N. Mortensen, 20th May—Newchwang 9th May, Beans—Ed. Schellhass & Co.
FANNIE SCOTFIELD, American bark, 1,024, C. S. Dunlop, 7th June—New York 30th Jan., Kerosine Oil—D. Laprak & Co.
GUAM, British 3-m. sch., 200, Wm. Marns, 9th June—Kurrachee 3rd April, General—Borneo Co.
GREAT ADMIRAL, American ship, 1,576, B. Thompson, 12th May—Cardiff 11th January, Coal—Russell & Co.
H. UPMANN, German bark, 427, T. G. Weber, 18th May—Newchwang 28th April, General—Carlowitz & Co.
IDA, German ship, 1,298, W. Schneider, 17th May—Swatow 14th May; Sugar—Arnhold, Karberg & Co.
JOHN WORTER, American bark, F. A. Houghton, 11th Feb.—Newcastle, N.S.W., 19th Dec., Coal—Russell & Co.
KARL, German bark, 382, E. Kraetz, 8th May—Newchwang 22nd April, Beans—Ed. Schellhass & Co.
LOUISA, German 3-m. sch., 245, Schierloch, 2nd Jan.—Whampoa 31st Dec., General—Captain.

MAOIC, British brig, 214, S. Wm. White, 18th May—Macassar 6th March, Rattans—Russell & Co.
MCLAURAN, American ship, 1,330, J. H. Little, 17th May—Newcastle, N.S.W., 21st March, Coal—Ed. Schellhass & Co.
MOUNT LEBANON, British barkentine, 530, C. H. Nelson, 9th June—Whampoa 7th June—Adamson, Bell & Co.
NARDOD, British bark, 379, J. F. Morrison, 9th June—Albany, N. S. Sound, 25th April, Sandalwood—Siemens & Co.
N. THAYER, American bark, 685, Crosby, 1st April—Newcastle 27th January, Coals—Arnhold, Karberg & Co.
RESOLUT, American ship, 1,640, Sackels, 22nd May—Newcastle 24th March, Coal—Arnhold, Karberg & Co.
ROBERT PORTER, American bark, 800, D. C. Nichols, 6th April—Newcastle, N.S.W., 25th January, Coals—Russell & Co.
SACRAMENTO, American ship, 1,347, J. C. Entwistle, 20th April—New York 18th Dec., Oil and General—Mellers & Co.

HONGKONG-SAILING VESSELS.

(Continued.)

SPARTAN, American schooner, 85, Ch. Vincent, 20th May—Swatow 24th May, Ballast—W. H. Ray.
St. Ides, French bark, 388 (Durand)—Carlowitz & Co.
TARTAR, German brig, 256, Bunge, 27th May—Swatow 26th May, Ballast—Mellers & Co.
TETUAN, British bark, 438, Hyne, 11th June—Newchwang 22nd May, Beans and Peas—Wieler & Co.
TWILIGHT, American ship, 1,265, W. C. Warland, 8th June—Newcastle, N.S.W., 14th April, Coal—Adamson, Bell & Co.
WAGRIEN, German schooner, 179, A. Dibbern, 9th June—Newchwang 18th May, Beans—Wieler & Co.

CANTON.

ALWINE, German steamer, 400, Thiesen, 12th June—Newchwang 4th June, Beans—Wieler & Co.
PEKING, British steamer, 954, Heuermann, 12th June—Shanghai 9th June, General—Siemens & Co.
POSANO, British steamer, 967, Irvine, 13th June—Shanghai 9th June, General—Jardine, Matheson & Co.

RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston—Butterfield & Swire.
Ho-nam, British steamer, 1,377, T. Benning—Hongkong, Canton, and Macao Steamboat Co.
Kiang-ping, Chinese steamer, 360, Holmes—C. M. S. N. Co.
Kiung-kang, British steamer, 617, A. Benning—Hongkong, Canton, and Macao Steamboat Co.
Kiung-chow, British steamer, 159, Goggins—Hongkong, Canton, and Macao Steamboat Co.
Poyan, British steamer, 1,800, Hoyland—Hongkong, Canton, and Macao Steamboat Co.
Spark, British steamer, 140—Hongkong, Canton, and Macao Steamboat Co.
White Cloud, British steamer, 527—Hongkong, Canton, and Macao Steamboat Co.
Yot-sai, British steamer, 180, Lefavor—Hongkong, Canton, and Macao Steamboat Co.

AMOI.

In Port on 6th June, 1883.

Faugh Balaugh, German schooner, 240 (Rute)—H. A. Petersen & Co.
Glenury, British bark, 283, (Thomsen)—Pasdag & Co.
G. H. Wappaus, British bark, 533 (Schroder)—Pasdag & Co.
Helene, German bark, 250 (Kosow)—Boyd & Co.
Hilda, British bark, 306 (Richter)—Pasdag & Co.
Hilda Maria, German bark, 275 (Tennie)—Pasdag & Co.
Hugo & Otto, Norwegian bark, 371 (Koed)—H. A. Petersen & Co.
Ino, German bark, 344 (Bohsen)—H. A. Petersen & Co.
Louise, American schooner, 280 (Lawrence)—H. A. Petersen & Co.
Louise, French schooner, 300 (Lemoine)—Pasdag & Co.
Robert Hay, British bark, 290 (Nicolson)—H. A. Petersen & Co.

FOOCHOW.

In Port on 5th June, 1883.

Margrath, German bark, 357 (Jessen)—Siemens & Co.
May Wenckelman, American sch., 505 (Ulberg)—Chinese.

SHANGHAI.

In Port on 6th June, 1883.

Anglo-Indian, British bark, 444 (Graham)—Drysdale, Ringer & Co.
Annie, German schooner, 345 (Meller)—Mellers & Co.
Ching-tah, Chinese bark, 472 (Taylor)—C. M. S. N. Co.
Dartmouth, British bark, 915 (Flinton)—Mellers & Co